

Intimations.



Throughout the Manufacture of this justly celebrated brand of Table Waters all ingredients used are guaranteed of purest quality. The machinery used is the most modern type and we have gone to great expense to erect our plant on latest scientific principles which has such a great advantage over the old process of manual labour still in vogue through the Colony, thereby further ensuring the purity of our products.

The Manufactory is under the personal supervision of a QUALIFIED ENGLISH CHEMIST, who has devoted years to bring this branch of the trade to perfection.

The Water used is analysed daily to ensure of its absolute purity, and when we say that our method of manufacture has been approved by Sanitary and Medical Authorities, it is in itself a sufficient guarantee.

WATKINS, LIMITED.

66, QUEEN'S ROAD CENTRAL.

Hongkong, 4th May, 1902.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

5000 Tons of 32 1/2 lbs. Net Weight.

5000 Tons of 42 1/2 lbs. Net Weight.

5000 Tons of 52 1/2 lbs. Net Weight.

5000 Tons of 62 1/2 lbs. Net Weight.

5000 Tons of 72 1/2 lbs. Net Weight.

5000 Tons of 82 1/2 lbs. Net Weight.

5000 Tons of 92 1/2 lbs. Net Weight.

5000 Tons of 102 1/2 lbs. Net Weight.

5000 Tons of 112 1/2 lbs. Net Weight.

5000 Tons of 122 1/2 lbs. Net Weight.

5000 Tons of 132 1/2 lbs. Net Weight.

5000 Tons of 142 1/2 lbs. Net Weight.

5000 Tons of 152 1/2 lbs. Net Weight.

5000 Tons of 162 1/2 lbs. Net Weight.

5000 Tons of 172 1/2 lbs. Net Weight.

5000 Tons of 182 1/2 lbs. Net Weight.

5000 Tons of 192 1/2 lbs. Net Weight.

5000 Tons of 202 1/2 lbs. Net Weight.

5000 Tons of 212 1/2 lbs. Net Weight.

5000 Tons of 222 1/2 lbs. Net Weight.

5000 Tons of 232 1/2 lbs. Net Weight.

5000 Tons of 242 1/2 lbs. Net Weight.

5000 Tons of 252 1/2 lbs. Net Weight.

5000 Tons of 262 1/2 lbs. Net Weight.

5000 Tons of 272 1/2 lbs. Net Weight.

5000 Tons of 282 1/2 lbs. Net Weight.

5000 Tons of 292 1/2 lbs. Net Weight.

5000 Tons of 302 1/2 lbs. Net Weight.

5000 Tons of 312 1/2 lbs. Net Weight.

5000 Tons of 322 1/2 lbs. Net Weight.

5000 Tons of 332 1/2 lbs. Net Weight.

5000 Tons of 342 1/2 lbs. Net Weight.

5000 Tons of 352 1/2 lbs. Net Weight.

5000 Tons of 362 1/2 lbs. Net Weight.

5000 Tons of 372 1/2 lbs. Net Weight.

5000 Tons of 382 1/2 lbs. Net Weight.

5000 Tons of 392 1/2 lbs. Net Weight.

5000 Tons of 402 1/2 lbs. Net Weight.

5000 Tons of 412 1/2 lbs. Net Weight.

5000 Tons of 422 1/2 lbs. Net Weight.

5000 Tons of 432 1/2 lbs. Net Weight.

5000 Tons of 442 1/2 lbs. Net Weight.

5000 Tons of 452 1/2 lbs. Net Weight.

5000 Tons of 462 1/2 lbs. Net Weight.

5000 Tons of 472 1/2 lbs. Net Weight.

5000 Tons of 482 1/2 lbs. Net Weight.

5000 Tons of 492 1/2 lbs. Net Weight.

5000 Tons of 502 1/2 lbs. Net Weight.

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver to Sell by PUBLIC AUCTION.

SATURDAY, the 10th May, at Noon.

YAU-MAT.

The Steam Launch "CHOY LO" built of

teakwood, in good working order as she now

lies off YAU-MAT.

Length 61 feet, Beam 11 feet, Depth 5 feet

Engines compound, non-condensing

44 H.P. Cylinder 24" x 12" P. Cylinder 12" x 8"

Boiler—11, certificate to carry 100 lbs. pres-

sure. Diameter 4 feet, Length 4 feet, 2 inches.

A Steam Launch will leave BLAKE PIER at

11.45 A.M. to convey intending purchasers.

TERMS:—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 5th May, 1902.

NOTICE.

THE OFFICES OF THE HONGKONG

TELEGRAPH CO., LIMITED, have

now been REMOVED to No. 35, QUEEN'S

ROAD CENTRAL.

Hongkong, 28th April, 1902.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SVATOW.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the

above Port, TO-MORROW, the 6th instant,

at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAURIE & Co.,

General Managers.

Hongkong, 5th May, 1902.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI.

The above Steamer having arrived, Con-

signees of Cargo are hereby requested to send

in their bills of Lading for countersignature

and to take immediate delivery of their Goods

from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & Co., LIMITED,

Agents.

Hongkong, 5th May, 1902.

Intimation.

A. S. WATSON AND CO., LTD.

ESTABLISHED A.D. 1871.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY.

Our Celebrated E LIQUEUR WHISKY is a blend of the best WHISKIES distilled in Scotland. It is of great age, very fine and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

PER DOZEN \$15.

A.—THORNES' BLEND,

White Capsule, 10.80 0.90

B.—WATSON'S GLENROTH

MELLOW BLEND, Blue Cap-

sule, with Name and Trade

Mark, 10.80 0.90

C.—WATSON'S ABELOR

GLENROTH, Red Capsule, with

Name and Trade Mark, 12.00 1.00

D.—WATSON'S H. K. D.

Blend of the Finest Scotch

MALT WHISKIES, Violet Cap-

sule, 14.40 1.20

DANIEL CRAWFORD'S

Finest Very Old Scotch

Whisky, 14.40 1.20

A. S. WATSON & Co.,

LIMITED,

The Hongkong Dispensary.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 5, 1902.

NOTES AND COMMENTS.

The Water Famine.

We were pleased on Saturday to publish

His Excellency's expression of sympathy

with the community for the sufferings

occasioned by the water famine, but we

cannot agree that the Government is sparing

neither trouble nor expense to remedy mat-

ters as far as possible. We could take any

member of the Government service and

show him thousands, nay, millions of

gallons of excellent water running to waste

in the New Territory within easy distance of

Hongkong, where water boats could easily

be filled by a pipe run down to the shore.

Were this water utilized thirty, instead of

three, water stations could be established and

kept supplied and the want of water would

be rendered much less of a burden to the

poorer classes. There is plenty of water

available to supply a series of tanks, right

along the waterfront and on the upper levels

as well, to which it could easily be pumped

by the fire engines, thus saving many people

a very long journey.

Of course we shall be told that the Govern-

ment has no more water boats, or no more

pumps to pump the water from them, but

that is an old, old story! There are very many

pumps to be obtained in the Colony from

their own shipyard way. It must have been patent for several years past to any reasoning man that the water supply of the Colony was totally inadequate to carry us through a prolonged drought. For the last three years we have been put on short commons in the dry season, and yet nothing has been done to place our water supply on a proper footing. Instead of tackling matters boldly our Public Works Department has allowed itself to get hopelessly behindhand in its work, as shown by the recent Commission, and we are now face to face with a situation which could never have occurred had sensible business men been at the head of affairs. If any doubt the justice of this statement they have only to look to Messrs. BUTTERFIELD and SWIRE'S Sugar Works. A business man was at the head of affairs there, with the result that instead of being dependent upon the Government water supply the firm is able to come forward and lend the Government water when its own want of foresight has placed it in an unpleasant predicament. We commend the letter of A SCOTSMAN, appearing elsewhere, to the perusal of the Govern-

REUTER'S TELEGRAMS.

THE REINFORCEMENTS FOR THE CAPE.

LONDON, 2nd May, 1902.

It is announced by the War Office that

arrangements have been made to embark

over 10,000 troops for the Cape, including

Yeomanry, also 2,000 re-mounts, in fourteen

vessels between now and the end of the

month.

THE NEW CHEQUE DUTY.

It is understood that Sir Michael Hicks-

Beach has practically decided to abandon

the additional stamp duty on cheques.

PEACE PROSPECTS.

It is stated that Commandant De Wet has

frankly expressed his opinion that the

struggle in South Africa is now hopeless for

the Boers, and that the terms offered by the

British are both reasonable and generous.

THE ONE-THOUSAND GUINEAS.

The following is the result of the race for

the One thousand Guineas Stakes:—

St. Windoline 1

Black Fanny 2

St. Windoline 3

THE PEACE NEGOTIATIONS.

The Pretoria correspondent of the *Stand-*

ard telegraphing on the 30th April, says it

is understood that hitherto the burgher

meetings have shown a majority in favour of

peace, but that it is not unlikely some

irreconcilable may hold out, however gener-

ous the terms offered.

LOCAL AND GENERAL.

A WELL is being sunk on Green Island for

the use of the lighthouse staff.

THE GERMAN MAIL of the 2nd April was

delivered in London on the 2nd inst.

FIVE CENTS A SMALL BUCKET is the

general price now being paid for water.

TWO COMMODIOUS URINALS are being

erected by the Government on the Praya.

STAGNANT WATER near the Race Course

is being used by coolies for potable purposes.

RUNNING STREAMS provide enough water

for the inhabitants near the Metropole Hotel.

THE ICE HOUSE STREET urinal has been

progressing rapidly, and is nearing completion.

OVER 2,500 PEOPLE obtained their water

from three of the stations on the Praya during

two hours on Saturday morning.

AN INDIAN WATCHMAN, living at Queen's

Road Central was fined \$2 for behaving in a

disorderly manner in the Hongkong Hotel on

the 3rd instant.

THE DROUGHT is being seriously felt by

building contractors who have to pay for all

water used on their works. One Government

contractor is losing \$400 a month in this

respect.

WHOLESALE EXECUTION.—Since the

return of the Imperial Court from Hsiao to

Peking on January 27th, a native exchange says

that over 3000 Boxers and unruly characters

have been beheaded.

A CARPENTER from Sun On, name

Cheng On Lung, living at No. 43 Tsai

Wan, was fined \$50, for being armed with a

revolver without a permit from the C. S. P. on

the 3rd instant at Chun Wan. The revolver was

confiscated.

H.M.S. BRAMBLE is now the guard ship at

Sin Ho, and the Rambler has arrived to survey

the Bar, &c. We have some ground for thinking

the British naval authorities will make an in-

dependent survey of the River as well, says the

Peking and Tientsin Times.

REMOVING A DEAD BODY.—Chan Lau, a

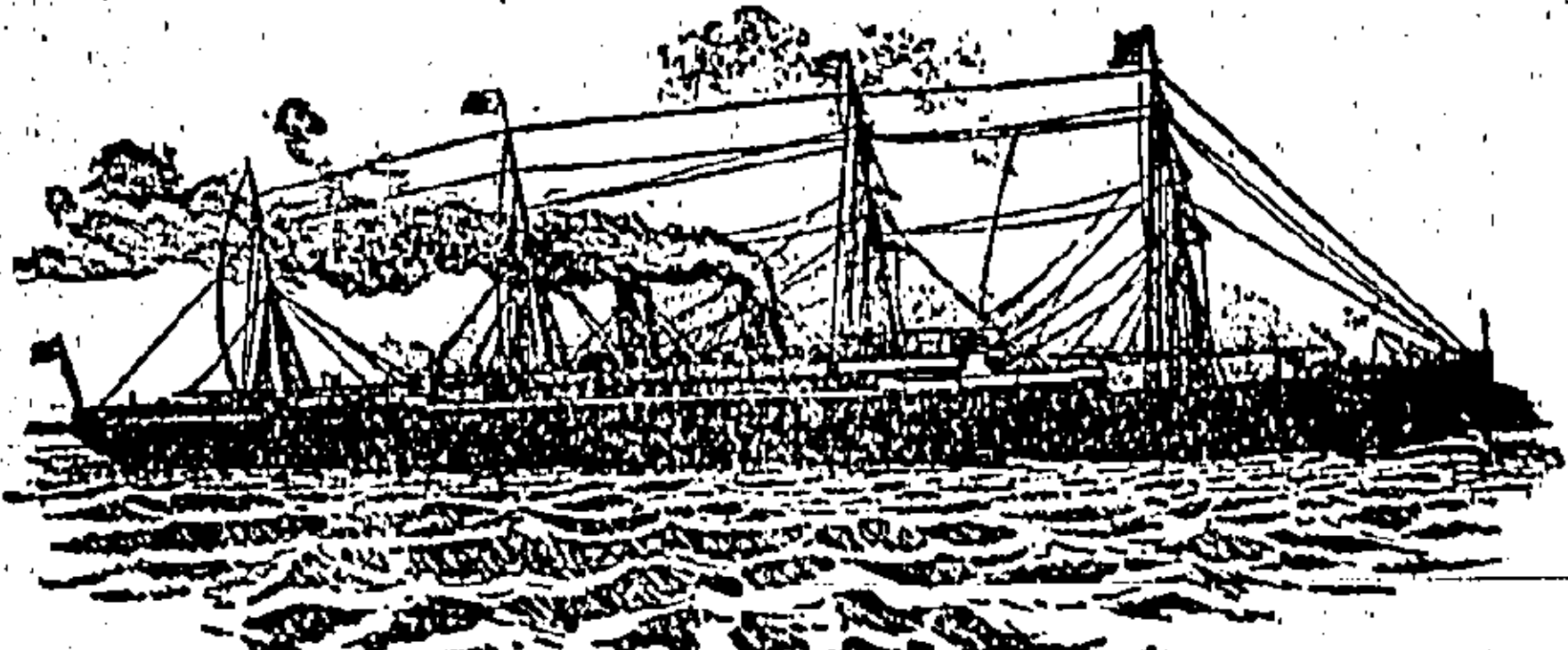
widow from Tung Kun was imprisoned for

three months with hard labour, and Li Yuk, a

married woman, was fined \$

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....TUESDAY, 6th May, at Noon.
"GAILIC".....THURSDAY, 15th May, at Noon.
"HONGKONG MARU".....FRIDAY, 23rd May, at Noon.
"CHINA".....SATURDAY, 31st May, at Noon.
"DORIC".....SATURDAY, 7th June, at Noon.
"NIPPON MARU".....TUESDAY, 17th June, at Noon.

THE P. M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 6th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND TRAVEL in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only), are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, values to be stated.

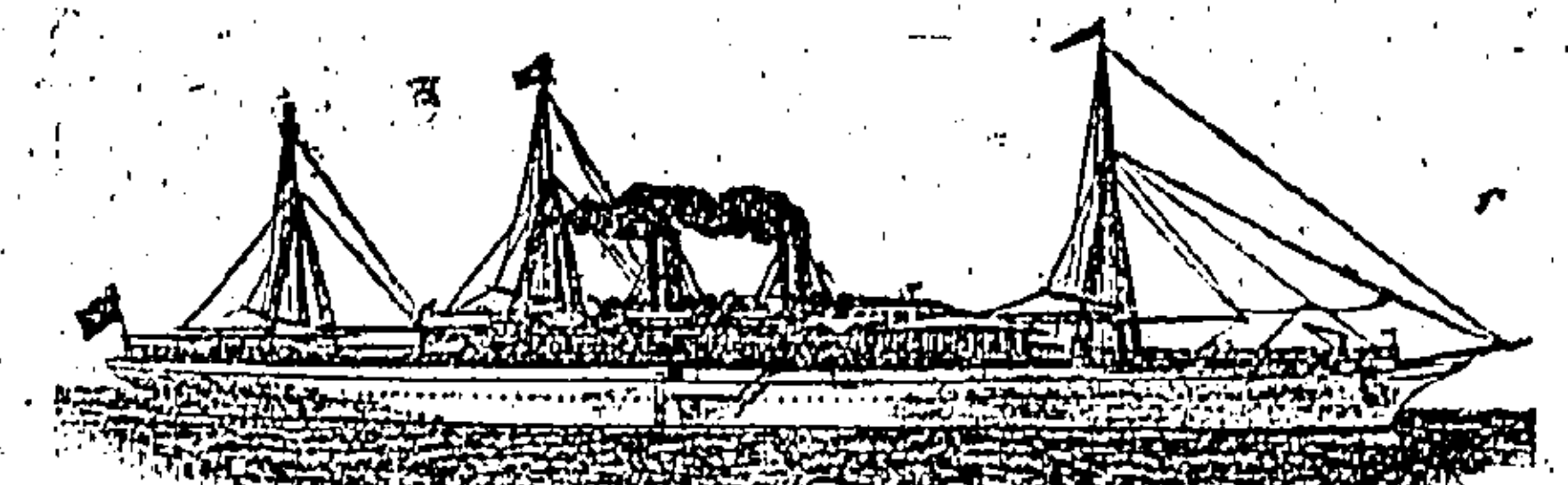
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 29th April, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF JAPAN.....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 14th May.
"ATHENIAN".....Comdr. H. Mowat.....WEDNESDAY, 21st May.
"EMPRESS OF CHINA".....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 4th June.
"TARTAR".....Comdr. E. Beetham, R.N.R.....WEDNESDAY, 21st June.
"EMPRESS OF INDIA".....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 25th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 23rd April, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STRANERS.	DESTINATIONS.	SAILING DATES.	
ADRIA	HAVRE AND HAMBURG.	10th May.	Freight.
Knuth	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAVRE AND HAMBURG.	21st May.	Freight.
Jaeger	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE AND HAMBURG.	4th June.	Freight.
Brehmer	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAVRE AND HAMBURG.	18th June.	Freight.
Dorck	(Calling at SINGAPORE and PENANG).		
STRASSBURG	HAVRE AND HAMBURG.	1st July.	Freight.
Madsen	(Calling at SINGAPORE and COLOMBO).		
SAMBIA	HAVRE AND HAMBURG.	15th July.	Freight.
Scmidt	(Calling at SINGAPORE and PENANG).		
STLESIA	HAVRE AND HAMBURG.	30th July.	Freight.
Dahl	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 1st May 1902.

Intimations.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$50 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.
INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanicians sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,

Apply to

S. J. GODWIN,

Acting Manager.

Hongkong, 29th January, 1902.

THE NEW FRENCH REMEDY.
THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Kossin, Jobert, Velpéau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

CLARKE'S B & L PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

SAVARESSE'S
SANDAL
CAPSULES

Not made of Gelatine, most efficacious, because
absolutely pure English Oil.
Full Directions. All Chemists.
Insist on Savarasse's.

G. GIRAULT for TABLE DELICACIES
by every Mail.

TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, April 17th.

Demo rumour was active here last night with matters in Peking—and more or less vague reports were in circulation that for some reason or another the French, Belgian and Italian Ministers had experienced some personal unpleasantness at the hands of the Chinese, and had seen fit to double the guard at their respective Legation gates: that there had been a collision between foreign soldiers and Chinese troops near the Peitang, etc., etc. So far as I can yet gather nothing serious has occurred—at all—but I believe the German Minister has had the foolhardiness to leave Peking on a visit to the Eastern Tombs just as the Court was also thither bound, a piece of impolicy and bad taste which will not improbably call forth some hostile expression from the Chinese, and not unreasonably so. Even this report, though I have it on fairly good authority, may prove to be incorrect in some measure, and the Minister's destination may have been otherwise than represented. The story of any trouble in Peking may have originated in the fact that one of the ministers was alarmed by several rifle-shots quite close to him when out walking a few days ago, and on making complaint was informed it was the Tartar troops practising, but that orders would be given for them to be more careful.

The unusual character of this Imperial visit to the Tombs, to which the whole Court has gone, is due to the compunction of the Dowager in leaving the graves of the Imperial ancestors unprotected at the time of the flight two years ago, and she feels that the fullest atonement is required.

The greatest discontent prevails that no reforms have yet been attempted, but that the entire effort of the government is directed entirely to offensive and defensive measures. Yuan is busily dismissing all ineffective units from the army, whole battalions in many instances being disbanded as inefficient, as in the case of the cavalry at Paoingfu and some of Zen Mei's troops. He is being allowed a perfectly free hand for three years, at the end of which time he guarantees to have 50,000 thoroughly well drilled and well armed men ready to take the field in Chihli, Shantung or Shanse as required. Government support is being given him in the following way.

Edict 19th, 2nd Moon.

Chihli province is one of the most important of the Northern provinces, as it protects the capital, and now that the door has been opened all powers are crowding round, and great care is needed in drilling soldiers in order to deal with bad characters. Chihli is not wealthy enough to support itself and the troops required, and formerly all the provinces contributed towards the support of the army and the fleet. If there is no money the soldiers pay would have to be reduced which would lead to discontent and rebellion and he very bad. Yesterday we received a memorial from Yuan saying the funds were running short, and we asked the Board of Revenue what funds were available. The Board has replied that the other provinces must help, and we hereby authorise them to contribute Tls. 3,180,000 annually towards the military expenses of Chihli. Other provinces are just now impoverished, but Chihli is the most important and they must exert themselves to raise this amount and no less and without delay, and the respective Viceroy and Governors will be held responsible for the same.

This edict will of course but add fuel to the discontent in the country as it will mean more official oppression of the people, the Viceroy and Governors sacrificing nothing themselves to meet the demand. The Government evidently think Chihli is the only vulnerable part of the country now with so many powers sitting at its gate; but let them keep an eye on the south of the Yangtze.

A secretary of the Board of Punishments has had the temerity to send in a long and pretty straight memorial to the Throne on the error of the policy being followed. He urges that nothing has been carried out of the long promised reforms, that as the Emperor is now well, and the circumstances which called the Empress Dowager to his help have all changed, he should be restored to power, and permitted to carry out the programme which the people feel sure he desires. He urges that this be the first step taken on the return of the Court to Peking from the Tombs. Li Hung Chang, had he lived would have smoothed away all difficulties, but he is dead, and now if trouble occurs in the south the Viceroy there can do nothing to help the north, and no one can foresee what may happen: If the Emperor is not restored the people will be discontented and break out into open rebellion. He states that the situation is so grave that he has been emboldened to say all this, though he knows that he is taking his life in his hands. It will be interesting to see the Dowager's reply to this; but we do not always hear the replies. For instance we have heard nothing more of the memorial to honour the Paoing Officials who were executed by the Allies. Perhaps even the Dowager realizes there are some things which it is better not to answer.

The Ministers have been pointing out to the Chinese that their troops are incessantly giving trouble both within and without the Legation area through drunkenness, and they demand a list of the Chinese drinking shops and brothels; and the number of them to be decreased as they are demoralizing the troops.

The Court's visit to the Tombs terminates to-day, according to the official programme, and three days hence they are due at the south Lake Pavilion, where they will review Yuan's troops on the 21st inst. returning to the Palace on the 24th.

Sir Redvers Buller, in his Spion Kop despatches, says:—"General Warren never attempted to execute the prescribed plan. We lost our chance by his slowness. He seems a man who can do well what he does himself but cannot command, and I can never employ him again in independent command. I ought to have assumed command myself but feared discrediting General Warren in the estimation of the troops."

Lord Roberts, commenting on the above, says:—"If Sir Redvers Buller considered his orders were not being properly executed, it was his duty to intervene and nothing should have deterred the commander-in-chief from insisting on a most important enterprise being conducted as he thought right."

G. GIRAULT for BEST FRENCH BREAD,
1, 1 1/2 and 1 3/4 Loaf.

The Grand Council has been informed by Gen Ma that matters at Chao Yang or Ichol are progressing favourably and the rebels almost subdued. As Gen Ma has kept at a rather safe distance his report is not much to be relied up. His troops handed all their supplies and ammunition over to the enemy and joined them.

Latest accounts from Honan are that the trouble is spreading, and that the rebels have taken four towns. Reinforcements are being sent to the Government troops.

An Arsenal is to be established outside Paoing and the Provisional Treasurer has purchased 30 mow of land for the purpose and work will commence at once.

Chin Chu Te, a Military Officer, was recently appointed superintendent of the Peiho by Imperial Edict. Appointments of this kind have gone on throughout the reign of the T.P.G. just as a demonstration that the Government do not recognise their foreign substitute. The question in which interest centres at present is whether they will respect all action taken by the T.P.G. when the City is handed over.

The third report of the Peiho Conservancy Board has just been published and shows that a considerable amount of work has been done on the river, which is greatly improved, as small steamers are now continually at the Bund. But the matter of chief moment is the Bar, and next month surveying operations there will be commenced by the *Hammer* and on the report sent in will depend Tientsin's future prospects of the proper navigation of the river and the accessibility of the place to commercial and war vessels as of old. Sir Robert Hart will not back any scheme unless there is sound prospect of success.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, May 2nd.

CHOLERA.

During this last week the cholera has been bad. For a few days after the rain began there was a decided decrease in the number of deaths. But this decrease continued for a short time only. A visit to the coffin-shops revealed the fact that the number of workmen had been increased and an unusual number of coffins were being made. Some of these shops had large orders for villages in the neighborhood. In all the surrounding villages cholera has been very bad. Almost any day this week dead bodies could be seen on the parade ground outside the east gate.

The Rev. Mr. Gaff, of the English Wesleyan mission, is slowly recovering from a severe attack of cholera. Mr. Gaff is living in Fat Shan and caught the disease there. A heavy rain last night may do much to check this trouble again.

PLAGUE.

Very few cases are reported. To the south of Canton at Shui Tung and other places along the coast plague has been very bad. It would seem that Canton is to escape a visitation of plague this year.

STREET CLEANING.

Notwithstanding all that has been said about cleaning the streets, nothing has been done, at least, so little that it cannot be noticed. The Officials issue their proclamations and that is the end of matters. The Canals that run through the city have been in a most horrible condition. If the authorities could be induced to fill these up after putting in large sewer pipes and thus turn the canals into roadways for rickshaws it would be a decided improvement. This could be easily done at a very moderate cost. Boat travel by these canals is not extensive at any time, and those who live on the canals could easily find another and healthier place.

LEPROSY.

I wrote you that Dr. Razlag of Vienna was in Canton treating lepers. He has five or six men under treatment and in the short time he has been at work the appearance of the lepers justifies all he has said. There is not one that does not show a decided improvement. The large ears have almost disappeared and the swelling on the body has been reduced at least four-fifths. The men have a different appearance altogether. They all receive massage treatment, and to see Dr. Razlag giving this treatment with his own bare hands would hardly suggest that leprosy was contagious.

PASSAGE BOAT LOST.

A passage boat that runs between Shek Lung and Fat Shan was held up and robbed last night just after it had left Fat Shan. The robbers succeeded in carrying off some clothes and a little money. It was evident, however, that what the robbers were after were the arms and ammunition. All the old guns and swords and the little cannon were carefully gathered together and carried away. The cook on board offered some resistance and was immediately killed.

THE SPION KOP CONTROVERSY.

LONDON, 17th April.

Sir Redvers Buller, in his Spion Kop despatches, says:—"General Warren never attempted to execute the prescribed plan. We lost our chance by his slowness. He seems a man who can do well what he does himself but cannot command, and I can never employ him again in independent command. I ought to have assumed command myself but feared discrediting General Warren in the estimation of the troops."

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G. GIRAULT WINE, LIQUEURS,
BEER, and SPIRIT.

THE SINGAPORE MURDER.

FURTHER PROCEEDINGS.

PRISONERS COMMITTED FOR TRIAL.
On 25th April, after plea, the enquiry into the "Draycot" murder case was continued, says the *Straits Times*.

MEDICAL EVIDENCE.

Dr. Galloway was called and said he was awakened on the morning of the 10th inst. by a carriage coming to his house. A message was handed to him, in consequence of which he prepared to deal with a case of stabbing at "Draycot." On his arrival there he met Mr. Anderson, who gave him some information as to what had taken place. He went at once to Mr. Rutherford's room and found Mr. Rutherford in bed and Dr. More standing over him. He found one wound inside the margin of the left ribs on a level with the seventh rib. It was vertical and 1 1/2 inch in length. A portion of the stomach, the size of a fist, protruded. The wound was caused by a sharp instrument. The knife produced would cause it. The second wound was an inch above, and 1 1/2 inch to the side of the navel, and 4 1/2 inches deep. It was very oblique and took a vertical and horizontal direction. It was 7 1/2 inches long. About the middle of the upper coil, there was a bruise. The knife had travelled along there till it came to the intestine which it cut through. This wound was caused by a blunt instrument. Both wounds were very serious and the lower one would certainly cause death, though there might be some doubt about the effects of the other. Other medical gentlemen were in attendance with him. He did not at first consider the case hopeless, though it was very serious. He saw Miss Gunn immediately afterwards. She had a wound 1 1/2 inch long on the inside of the right ankle, and one in the centre of the forehead beginning at the margin of the hair. Both wounds were inflicted by a blunt cutting instrument. They were not dangerous. He was not present at the death of Mr. Rutherford. Death was caused by shock due to the injuries.

KING'S EVIDENCE.

Wong Ah Kong, the approver, said he was unemployed. He knew the defendants who lived at 16 Almeida Street, one was a carpenter, one a coolie, and one a boy. They had done no work for twenty days from now. On the night of the 9th he was in his room about 8 o'clock. The three defendants were also there dressed in black garments. He went out about 8 o'clock but came back at 10. The other men were not there then. He had gone out to buy medicine for Chan Ah Sam's husband. He went out again about 11 to see a wayang. He saw the three defendants together looking on at the wayang; no one with them. He returned home at midnight. Between 3 and 4 in the morning he heard people at the door. He got up, opened it and let the three defendants in. He went back to the room and slept. He did not know what they did. He once saw a knife with No. 1, but never a revolver. He remembered Inspector Howard arresting the three accused and himself at 16 Almeida Street, and he saw clothing in the hands of the Inspector at the Station. He was shown them in the Station, but could not remember if any were wet. He was at home when the accused got up in the morning. He did not see them do anything with their clothes. The wayang was in Wayang Street.

A BOY'S EVIDENCE.

Chew Ah Key said he lived at 16 Almeida Street and worked for Mr. Muir at Spottiswoode Park. His wife, Chan Ah Sam, lived in Almeida Street. On the night of the 9th he was at 16 Almeida Street, and saw the three accused there, and also Wong Ah Kong. The accused went out. No. 2 is his brother, the others are his friends. They do no work. They went out at 10 or 10-30. He saw nothing with them. He never said he knew of it. They did not speak to him before going out. They generally dressed in black but he did not notice how they were dressed that night because he was sick. He went to his master's house after midnight. The accused had not then returned.

DETECTIVE'S STATEMENT.

Tu Seng, detective No. 39, said that owing to instructions he received from Insp. Howard he went to a brothel in Chin Hin Street and arrested Leong Ah Yew about 2.30 a.m. on the 12th inst. He then went on to corroborate Insp. Howard's testimony and added that he had been in the detective service 12 years, and knew Cantonese.

THE SLEEPY WATCHMAN.

Siva Singh, the watchman at "Draycot," said he was employed by the late Mr. Rutherford on the 9th inst. He remembered the morning of the 10th. At 3 a.m. he heard a lady's voice crying out. He was at the back of the house. He had been asleep before 1 a.m. When he heard the noise, he was about to go round the house, when the "boy" called to him. He saw nothing then, but when going from the "boys' quarters" he saw some Chinese going away, past the boy's quarters. They were going towards the jungle at the back of the house. He saw four persons. It was not dark, but he could not distinguish them, though he saw four torches. The men were Chinese. He did not see their faces. He was about to go after them, but the boy called him and he went back. The head "boy's" door was fastened outside by a bolt. He did not look at the other door, but went to the house and found that Mr. Rutherford and a lady had been stabbed. He could not recognize any of the accused.

THE FINGER IMPRESSIONS.

Chief Detective Inspector Barrett said it was part of his duty to take finger impressions, but he did not claim to be an expert. He was able to determine whether one impression was similar to another. On the 10th of April he cut away pieces of wood from the end of the window at Draycot, on the left hand side of the door, and

G. GIRAULT OF THE RE-PAINTING &
CONFECTIONERY.

porting the verandah. There were several finger impressions on the post, many of them overlapping. Several hands made the marks on some of the exhibits. Two distinct impressions of middle and ring fingers of a right hand were on one of them. The impressions on another showed so many "whorls" that it was impossible to give an opinion. On the 16th inst. he cut away a number of impressions, among which were impressions of middle, ring and little fingers of a left hand. The little finger impression was a "whorl," the other two "loop." None of the three distinct impressions corresponded with the impressions taken of the defendant's hands, but he would not say the impressions of these men's fingers were not on the post. The overlapping was so very confusing. He was aware that it was said the robbery and murder might have been committed by men who had been working in the house. With this in view, he examined the impressions of the fingers of all the employees of the Tanjong Pagar Dock Coy., and of Messrs. J. Little and Co. who had been working at "Draycot," but none of them corresponded with the distinct impressions he had selected. He noticed that some of the lattice work in the front verandah had been cut away. This was close to the bolt of the door, and enabled a hand to be introduced to raise it. He knew nothing about the position of the ropes found.

OTHER WITNESSES.

Timah said she was Mrs. Rutherford's ayah and that Miss Gunn used the pillow produced on her bed. The pillow case produced belonged to her.

Leong Ah Kum said she was an inmate of a brothel at Chin Hin Street. She remembered the arrest of Leong Ah Yew in her house about 3 a.m. on the 12th inst. He went there about 7 p.m. on that date.

Tay Ah King said he was head "boy" to Capt. Snow. Mr. Muir lived in the same house. He remembered the night of the 9th. He knew No. 2, who was at his place on the morning of that date, and again about 7 p.m. that night and stayed about a half an hour. If No. 2 had slept there that night, Wednesday the 9th, he, witness, must have seen him.

Detective Inspector Brennan said he received information of the murder about 5 a.m. on the 10th and proceeded to "Draycot" to make investigations. He noticed a post on the left with finger impressions on it. He found two pieces of cord on the verandah just inside where the burglars had entered. Another piece was on the ground outside near the post bearing the finger impressions. This piece had been cut from the chick.

PRISONERS COMMITTED.

Mr. Innes said this was the case for the prosecution, and he would ask the Court to commit the accused on the charges of murder and house breaking by night with intent to commit theft. The evidence of the ladies was ample evidence on which to send No. 1 and 3 up for murder. As to No. 2, he was known to be with the others, and it was for him to give an account of himself on the night of the murder. The charges were framed accordingly under sections 302 and 457 of the Penal Code, and read to the accused, who were told by the Court that the depositions would be read to them and that if they wished to make any statement it would be taken down. The Court then adjourned.

[The *China Mail* states that two of the men have since been sentenced to death, and the third to fourteen years' imprisonment with hard labour.—Ed., H.K.T.]

THE DISAPPEARING DOLLAR.

A STRAITS OPINION.

Thus the *Malay Mail* of 22nd April—

We have during the past few days, briefly drawn the attention of our readers to the alarming downward trend of the Silver currency as measured in sterling values, and it may interest them—especially those who are compelled to make home remittances—if we go somewhat deeper into the subject.

In the year 1872, silver was quoted at 60 pence per oz. standard, the world's production being \$57,000,000 oz., and with but a slight reaction in the year 1890, it may be said that silver has gradually fallen ever since, until we find the present quotation standing at 24½ pence per oz., with an out-pout of 176,000 oz. per annum, which, it may safely be added, can be increased *ad libitum* as circumstances necessitate.

From the above it can be readily seen that silver cannot come under the provisions enumerated by Jevons and other great economic scientists as representing a monetary common measure of values, and the sooner the subject is seriously tackled the better, as we insist that the axiom "the greatest good for the greatest number" must apply in its full force to such an important and far-reaching subject as the value of our silver exchange.

It will generally be found that individual interests prove the lion in the way of obstructing the making of any vital and necessary alteration for the general public weal, and, therefore, we should prefer to reserve our own opinion as to what should be done, to render our exchange more stable, and rather appeal to the public spirit of the European community generally, more especially to that of Singapore, Hongkong and Shanghai, to cast aside momentary personal interests and make a strenuous and combined effort to effect what now most assuredly may be termed a pressing need for a change in the currency, and thus find out what can be done.

The Malay Peninsula, together with the surrounding islands, and China are among the

new remaining countries that have not endeavored to place their coinage on a gold basis or standard, and we ask why should this be? Perhaps the large exporting houses may be able to offer their share of the answer to the question, because to them a low exchange and, still better, a falling one, is a *sine qua non* to a good year's profit. Consequently, help cannot well be looked for in this influential direction; and we should therefore recommend that an impartial and unbiased committee of shrewd, practical men be appointed by the combined Governments of the Straits Settlements and Hongkong to consider this vital and portentous question.

As an incentive to action let us take India with her teeming millions who suffered once as we are suffering now from a diminished exchange. This vast country has secured, let us say for safety's sake, a temporary measure effecting stability in the exchange, which has placed the Rupee on a \$1-04 basis; as a result, the maximum fluctuation of last year was less than one per cent. Compare this with our dollar exchange which has actually fluctuated four per cent. during the past fortnight! In the meantime, our neighbours in the Dutch Indies, with a huge native population to deal with, have contrived to regulate their coinage, which is also on a gold basis, in such a way that the maximum fluctuations in exchange are but from two to three per cent. per annum.

Again, moving eastward, patriotic Japan, with the balance of trade during the past few years against her, has still manfully struggled on and maintained her gold standard.

Our geographical position is thus in favour of a gold basis or standard being adopted, whilst the need for it is imperative, and we emphatically state that it is the duty of the responsible Governments to take the initiative in insisting that their coinage shall enjoy more stability.

The old argument of China not being able to adopt any other measure but a silver medium of exchange, can now be dismissed as absolutely erroneous, for it is to the interest of that country in her present helpless condition of suffering from indemnity squeezing and the prospective heavy disbursements which she may be called upon to make to the European powers, and which must seriously affect the balance of trade, to heartily support any protective measure that the neighbouring ports may propose to adopt, to obtain a fixity in the nimble and ever-decreasing purchasing power of her standard coin.

Thus we see that silver, as a medium of exchange with gold-using countries, on which we are so greatly dependent, is a practical failure, and we now desire to arrive at a carefully prepared system whereby our currency may be reorganised and placed upon a sound and businesslike footing.

DO HIGH-SPEED ATLANTIC LINERS PAY?

It is only because of the strength and great national value of our shipping industry that vigorous effort is made from time to time to wrest from us our sea supremacy; and this is but another way of saying that to secure our continuance as the ocean carriers of the world, we must maintain that progressive enterprise which has given us first place among maritime nations. It is, therefore, gratifying to learn that the Cunard Company have at last awakened to the fact something ought to be done to recover from the Germans the blue-ribbon for Atlantic high speed. The Cunard Company, with characteristic caution, are, however, considering the question in all its bearings, and their first step is merely to ask the three leading shipbuilding firms—Vickers, Fairfield, and Brown—to submit three alternative designs for a vessel 700ft. long to steam 24 knots, 23 knots, and 18 knots on the Atlantic, with an estimate of the first cost, and some information regarding personnel and coal expenditure. This will raise the whole question as to whether the game is worth the candle. The company's steamers *Campania* and *Lucania*, of 12,500 tons gross register, maintain 22 knots on the Atlantic, with the engines developing 28,000 indicated horse-power. To increase this speed to 23 knots will necessitate not only a larger and costlier ship, but an addition of 8,000 horse-power to the machinery; while to get 24 knots it is computed that the power will have to be 40,000 indicated horse-power. Thus on addition to speed of two nautical miles per hour adds to the fuel consumption 290 tons of coal per day, assuming a very high efficiency to be got from the machinery, bringing the total per day to 750 tons, or 13 ton per mile steamed. An 18-knot boat, on the other hand, would consume considerably less than half this total amount of coal, and her expenses for oil and other stores, and for wages in the engineering department, would be correspondingly lessened. Moreover, the 18 knot boat may probably carry a large quantity of cargo, and her machinery will require but one-half the space and weight of that of the 24-knot liner. It does not pay to take cargo at the high speed. Against this, however, there must be placed the higher rates which may be charged for passengers. The minimum first-class rate on the fast German ships is about 20s.; in 22 and 21-knot ships, it is 12s.; while there is, again, a great difference in the maximum, many 25s. fares being taken, and others range up to 400s. A large percentage of American tourists insist on travelling in the fast ships, and the German lines are satisfied that the high-speed liner pays. They add, to the resources of a nation in war times, and for this reason larger Admiralty subsidies are justifiable. National prestige and the company enterprise which they indicate are also worthy of some consideration.—*Engineering*

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, \$10 per copy. Hongkong, 30th April, 1902. [172d]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1897. [171]

NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES, with Rates in 1/16ths from 1/10 to 1/16 down to 1/16d, is now on sale at THE "HONGKONG TELEGRAPH" OFFICE. These Tables, which run in columns of 100, from 1/100 down to 1/1000, and from 1/1011 down to 1/10 or from 1/1000 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 1/16—

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or to convert the dollars into sterling at the same rate of exchange:—
\$9,000.00 = £827. 6. 10. 8
571.000 = 52. 9. 11. 1
671 = 1. 2. 13
\$9,571.671
but by other books it would be:—
\$9,000.00 = £827. 6. 10. 8
500.000 = 45. 10. 1. 4
700.000 = 6. 8. 8. 6
1.000 = 1. 10. 1
1.600 = 1. 1. 3
700 = 1. 1. 3
1 = 1
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STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU.....J. Mackenzie	KOBE and YOKOHAMA.....	FRIDAY, 9th May, at Daylight.
IZUMI MARU.....C. H. Butler	MOJI, KOBE and YOKOHAMA.....	FRIDAY, 9th May, at Noon.
INABA MARU.....W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 17th May, at Daylight.
KAGOSHIMA MARU.....K. Kori	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 20th May, at Noon.
KAGA MARU*.....J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA MOJI, KOBE and YOKOHAMA.....	THURSDAY, 22nd May, at 4 P.M.
SADO MARU.....W. Thompson	KOBE and YOKOHAMA.....	FRIDAY, 23rd May, at Daylight.
MIKE MARU.....M. Yogi	BOMBAY, VIA SINGAPORE and COLOMBO.....	FRIDAY, 23rd May, at Noon.
KUMANO MARU.....E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 30th May, at Noon.
HITACHI MARU.....J. Campbell	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 31st May, at Daylight.
KASUGA MARU.....H. Fraser	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	SATURDAY, 31st May, at Noon.
RIOJUN MARU*.....N. Ohno	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	MONDAY, 2nd June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Clavering.....3,328	D. Barton.....	May 6	
Duke of Fife.....3,021	J. S. Cox.....	May 10	
Victoria.....3,302	J. Panton.....	May 24	
Tacoma.....3,311	A. Dixon.....	May 31	

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR AND STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to

DOBDELL & Co., LIMITED, General Agents. Hongkong, 22nd April, 1902. [3]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL," Captain C. W. Bennett, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 10th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 26th April, 1902. [14]

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs. GAUPP & Co.) DEALERS IN Jewellery and Silks, Pearls and Jade-stone Ware, Ivory Ware and Curios, Chinese Goods of all kinds. And also General Exporters. An inspection is respectfully solicited. Good quality and good workmanship guaranteed. Prices lower than other shops in the same line of business. [501d]

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [112]

WILLIAM MACLEOD, D.D.S., DENTIST.

Beaconsfield Arcade, Nos. 11 and 12, 2nd Floor. [172d]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the college is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS. Hongkong, 22nd November, 1901.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST. No. 4, Queen's Road Central. Hongkong, 1st January, 1902. [126]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and HANKOW	"HANCHOOW"	6th May.
(Taking Cargo on through B/L to all Yangtze and Northern China Ports)		
KOBE and YOKOHAMA	"CHANGSHA"	6th May.
LOLO and CEBU	"PAKHOU"	10th May.
WEL-HAI-WEI and TIENTSIN	"KWEIYANG"	15th May.
AMOI, SAMAKANG and SOURABAYA	"SHANLUNG"	15th May.
PORT DARWIN, THURSDAY ISLAND, CROWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	20th May.
(Taking Cargo and Passengers at through Rates for New Zealand Ports)		

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	7th May, 1902.
"	"POLYHEMUS"	14th "
"	"PELUS"	21st "
"	"STENTOR"	28th "
"	"ALCINOUS"	4th June.

HOMEWARDS.

FROM	STEAMERS	DUE
"MACHAON"	"	13th May, 1902.
"GLAUCUS"	"	27th "
"AGAMEMNON"	"	10th June, "
"STENTOR"	"	24th June, "
"ALCINOUS"	"	8th July, "
"ACHILLES"	"	20th May, 1902.
"PELUS"	"	15th June, "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"

and
"INDRASHAMHA,"

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KURE,
and YOKOHAMA.

The Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.) on or about the 7th May.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations	Steamers	Captains	Sailing Dates
FOR FOCHOOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 7th May.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 11th May.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 14th May.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 18th May.

Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th May, 1902.



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

The Company's well-known Steamship

"ROSETTA MARU,"

Captain Tate, will be despatched hence for MANILA, on WEDNESDAY, the 7th instant, at Noon.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivaled speed. Electric light. A Doctor and Stewardess.
For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Princes Buildings, Fire-Insurance Street.

Hongkong, 1st May, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on THURSDAY, the 8th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th April, 1902.

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"QUEENSLAND,"

Captain Gray, will be despatched for the above Port, on or about the 16th May.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 25th April, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

The Company's Steamship

"AUSTRIA,"

Captain Follner, will be despatched as above on FRIDAY, the 23rd instant, P.M.

The steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 1st May, 1902.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on WEDNESDAY, the 7th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th May, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Company's Steamship

"PERLA,"

Captain S. T. Blackland, will be despatched for the above Port, on FRIDAY, the 9th instant, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd May, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on FRIDAY, the 9th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd May, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL" About 15th May.

"MACDUFF" 24th May.

"SATSUMA" 7th June.

"SHIMOSA" 21st June.

"HEATHBURN" 21st June.

"RICHMOND CASTLE" 21st June.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 5th May, 1902.

To be Let.

TO LET.

POSSESSION from 1st JULY. House No. 4, SEYMOUR TERRACE.

Apply to

Cl. The Hongkong Telegraph

Hongkong, 1st May, 1902.

TO LET.

THIRTEEN EUROPEAN HOUSES; Nos. 22, 24, 26, 28, 30, 32, 34, 40, 42, 44, 46, 48, 50 and 52, LEIGHTON HILL ROAD.

Apply to

THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West, Hongkong, 29th April, 1902.

FURNISHED HOUSE TO LET.

TO Let furnished for Six Months from the 15th May.

No. 3, SELBORNE VILLAS, KENNEDY ROAD, Five Rooms and use of Tennis Court.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th April, 1902.

TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS at BLUE BUILDINGS.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE at RIFON TERRACE, No. 11, MACDONNELL ROAD.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 24th April, 1902.

TO LET.

OFFICES in Ground Floor of DES VREUX ROAD and ICE HOUSE STREET.

For Particulars, apply to

THE MEDICAL HALL,

70, QUEEN'S ROAD CENTRAL.

Hongkong, 4th March, 1902.

TO LET.

"THE KENNELS" MAGAZINE GAP.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th March, 1902.

A CURE FOR ASTHMA!! GRIMALT'S.

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMALT & Co., Paris, Sold by all Chemists.

GRIMALT'S

Matico Capsules

AND INJECTION

The Matico Capsules preserve the Grimalt's Matico in its most active and at the same time the most beneficial way in the treatment of Acute and Chronic Discharges. These Capsules, unlike Quinine, have not the inconvenience of being vomited.

MATIO INJECTION is used in recent and chronic cases.

MATIO CAPSULES is the most chronic cases.

GRIMALT & Co., Paris, Sold by all Chemists.

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING,"

FROM TACOMA, MUROV, VLADIVOSTOK, PORT ARTHUR

AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 29th April, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENOMOND,"

FROM LONDON, ANTWERP AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 8th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd May, 1902.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "PRINZ-REGENT LUITPOLD,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 8th instant, at 9.30 A.M.

All Claims must reach us before the 12th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 2nd May, 1902.

FROM BREMEN, HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA,"

Captain Brehmer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd May, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 7th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd May, 1902.

Intimations.

BRITISH NORTH BORNEO.

WANTED.

A POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary \$80 per mensem.

Apply giving full Particulars and Testimonials to the Secretary to the Governor, LABUAN.

17th February, 1902.

Post Office.

A Mail will close
 For Canton—Per *Thales*, to-morrow, the 6th instant, at 7.30 a.m.
 For Swatow—Per *Thales*, to-morrow, the 6th instant, at 9 a.m.
 For Shanghai and Chinkiang—Per *Hongkong*, to-morrow, the 6th instant, at 9 a.m.
 For Kobe and Yokohama—Per *Changsha*, to-morrow, the 6th instant, at 10 a.m.
 For Amoy—Per *Glenloch*, to-morrow, the 6th instant, at 10 a.m.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco—Per *City of Peking*, to-morrow, the 6th instant, at 11 a.m.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Claremont*, to-morrow, the 6th instant, at 11 a.m.
 For Macao—Per *Hongkong*, to-morrow, the 6th instant, at 1.15 p.m.
 For Manila—Per *Loangang*, to-morrow, the 6th instant, at 3 p.m.
 For Kunchuk and Samsui—Per *Tung-shing*, to-morrow, the 6th instant, at 3 p.m.
 For Canton—Per *Thales*, to-morrow, the 6th instant, at 5 p.m.
 For Manila—Per *Rosetta Maru*, on Wednesday, the 7th instant, at 11 a.m.
 For Swatow, Amoy and Foochow—Per *Anping Maru*, on Wednesday, the 7th instant, at 8 a.m.
 For Tientsin—Per *Faunang*, on Thursday, the 8th instant, at 11 a.m.
 For Manila—Per *Perla*, on Friday, the 9th instant, at 3 p.m.
 For Europe, etc., India, via Tientsin—Per *Cornwall*, on Saturday, the 10th instant, at 11 a.m.
 For Singapore, Penang and Bombay—Per *Blago*, on Tuesday, the 13th inst., at 11 a.m.
 For Europe, etc., India, via Tientsin—Per *Princess Irene*, on Wednesday, the 14th inst., at 10.45 a.m.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, on Wednesday, the 14th inst., at 11 a.m.

VESSELS IN PORT.

Steamers.
ANPING MARU, Japanese steamer, 1,053, K. Suzuki, 3rd May, Amoy and Swatow and May, General—Mitsui Bussan Kaisha.
ARGO, Norwegian steamer, 878, W. Melberg, 29th April, Cardiff 8th Mar., Coal—Sander, Wier & Co.
CITY OF PERKING, British steamer, 3,125, J. T. Smith, 27th April, San Francisco—29th Mar. and Shanghai 25th April Mails and General—P. & S. S. Co.
GLAVERING, British steamer, 2,155, D. Barton, 25th April, Tacoma via Morman, Villavestock, Port Arthur and Moji 15th Mar., General—Doddwell & Co., Ltd.
FRIGGA, Norwegian steamer, 677, Carl Bergh, 2nd May, Bangkok 24th April, General—Order.
FRITJOF, Norwegian steamer, 891, H. Hara, 29th April, Penang 5th Mar., Coal—Order.
HOUHOU, French steamer, 509, M. Merlees, 3rd May, Pakhoi 30th April, and Hoifow and May, General—A. R. Marly.
INDURAVELL, British steamer, 3,152, N. E. Craven, R.N.R., 27th April, Shanghai 24th April, General—Doddwell & Co., Ltd.
KONO BENO, German steamer, 865, W. Müllermann, 2nd May, Bangkok 26th April, Rice and Teakwood—Butterfield & Swire.
KUTSANG, British steamer, 1,195, T. V. Selby, 2nd May, Saigon 26th April, Rice—Jardine, Matheson & Co.
LUCIA, Austrian steamer, 1,508, Pietro D. Fani, 24th April, Samarang 15th April, Wet Sugar—Yuen Fat Hong.
MAUSANG, British steamer, 1,513, W. D. Welsh, 29th April, Sandakan 23rd April, Timber—Jardine, Matheson & Co.
MELBOURNE, British steamer, 2,432, J. Ross, 22nd April, New York 23rd Feb., General—Butterfield & Swire.
MICHAEL JENSEN, German steamer, 710, J. Jensen, 3rd May, Haiphong 29th April, and Hoifow, 2nd May, General—Jensen & Co.
NAVIAN, British steamer, 1,209, H. N. Holton, 30th April, Bangkok 24th April, Rice—Bradley & Co.
ON SANG, British steamer, 1,787, J. T. Davies, 29th April, Moji 23rd April, Coal—Jardine, Matheson & Co.
PRIMA CHOM KLAO, German steamer, 1,012, O. Scholten, 2nd May, Bangkok 26th April, Rice—Butterfield & Swire.
PROSPER, Norwegian steamer, 889, J. Kristiansen, 2nd May, Chetoo 25th April, General—Wing T.
SANDAKAN, German steamer, 1,374, A. Brandstetter, 30th April, Sandakan 24th April, Timber—Melchers & Co.
SKARPSHO, Norwegian steamer, 1,132, H. Pedersen, 22nd April, Bangkok 14th April, Rice—Yuen Fat Hong.
SUSANG, British steamer, 1,776, E. J. Tadd, 3rd May, Calcutta via Penang and Singapore 27th April, General—Jardine, Matheson & Co.
TAT LEE, German steamer, 728, T. Calender, 2nd May, Deli 24th April, Ballast—Meyer & Co.
THALES, British steamer, 820, A. J. Robson, 3rd May, Swatow 2nd May, General—Doddwell & Co., Ltd.
THYRA, Norwegian steamer, 1,419, C. L. Halvorsen, 2nd April, Shanghai 18th April, General—Samuel Samuels.

Sailing Vessels.

ALCIDES, British 4-masted bark, 2,291, L. C. Dair, 12th April, Kobe 27th Mar., General—Arnold, Kirby & Co.
ANDROMEDA, British ship, 1,762, Fulton, 8th April, New York 25th Oct., Kerosine Oil—Standard Oil Co.
COMET, British sailing vessel, 3,000, W. C. Davis, 28th April, Kobe 11th April, Ballast—Standard Oil Co.
CONFESURE, British bark, 1,300, R. Purdy, 28th April, Geraldton (West Australia) 20th Feb., Sandalwood—Jardine, Matheson & Co.
LEICESTER CASTLE, British ship, 2,009, R. D. Peattie, 4th Mar., New York 31st Sept., Case Oil—Standard Oil Co.
THYRA, British bark, 1,419, C. L. Halvorsen, 2nd April, Shanghai 18th April, General—Samuel Samuels.

EXCHANG.

Hongkong, 5th May.
 London Telegraphic Transfer, 174.
 Bank Bills, on demand, 177 1/2.
 Credits, 4 months, 178 1/2.
 Demands, 4 months, 178 1/2.
 Demands, 6 months, 178 1/2.
 Demands, 12 months, 178 1/2.
 New York, 5th May, 174.
 Credits, 4 months, 174.
 Demands, 4 months, 174.
 Demands, 6 months, 174.
 Demands, 12 months, 174.
 Shanghai, 5th May, 174.
 Credits, 4 months, 174.
 Demands, 4 months, 174.
 Demands, 6 months, 174.
 Demands, 12 months, 174.
 Yokohama, 5th May, 174.
 Credits, 4 months, 174.
 Demands, 4 months, 174.
 Demands, 6 months, 174.
 Demands, 12 months, 174.

AGENDA.

Gospel Hall.
6 Arden Street, Top Floor.
Off Queen's Road, East.
 Meetings are held as follows:—
SUNDAY.
 Acts 2:42. 11 a.m.
 Gospel Address. 6 p.m.
TUESDAY.
 Soldiers & Sailors Bible Class. 6 p.m.
THURSDAY.
 General Bible Class. 6 p.m.
SATURDAY.
 Prayer Meeting. 6 p.m.
 A hearty welcome given to all.

SHIPPING AND MAIL NEWS.

Mails Due.
Canadian (Empress of Japan) to-morrow.
French (Léon) to-morrow.
Canadian (Athens) to-morrow.
American (Gaelic) 7th inst.
English (Billarat) 8th inst.
Indian (Lhasa) 9th inst.
American (Hongkong Maru) 13th inst.
German (Prensen) 14th inst.
American (China) 21st inst.
American (Doric) 29th inst.

The N. P. S. Co.'s steamer *Olympia* arrived at Tacoma on the 2nd inst.
 The steamer *Leising* from Calcutta and the Straits, left Singapore for this port on the 3rd inst.

The Glen Line steamer *Glenlogie*, from Antwerp and London, left Singapore on the 3rd inst., and is due here on the 9th inst.

The Imperial German Mail steamer *Bayern* which left here on the 2nd April, has arrived at Genoa on Thursday p.m., the 1st inst.

The Canadian Pacific Railway Co.'s R.M.S. *Athenian*, left Shanghai for Hongkong at 2 a.m., on Saturday, the 3rd inst., where she is due to arrive on Tuesday the 6th inst.

The P. & O. S. N. Co.'s steamer *Billarat* left Singapore for this port on the 3rd inst., at 1 p.m., with the outward English Mails, and is due here on the 8th inst., at about 6 a.m.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Shanghai at 8 a.m., on Saturday, the 3rd inst., and left again at 4.30 p.m. same day for Hongkong, where she is due to arrive at 8 a.m., on Tuesday, the 6th inst.

The Imperial German Mail steamer *Prensen* carrying the German Mails with dates from Berlin of the 1st April has left Colombo on Saturday p.m., the 3rd inst., and may be expected here on or about Wednesday the 14th inst.

HONGKONG AND WHAMPOA DOCK RETURN.

Skramstad Kowloon
Kuoyang " "
Shanghai " "
Melbourne " "
U.S.S. Albatross " "
S.M.S. Tiger " "
H.M.S. Plover " "
H.M.S. Albatross " "
Kowloon " "
Isle de Cuba " "
Thales " "
Nanshan " "

PASSED THE CANAL.

Outward—4th March—St. Red, Adelaide.
21st March—Mercedes. 25th March—*Fritjof*. 18th April—4th April—*Merionethshire*. 8th April—*Suevia*, *Elba*, *Deception*, *Luitpold*, *Glenlogie*, *Shelk*. 11th April—*Kanagawa Maru*. 15th April—*Benlauer*, *Gisela*, *Luos*, *Nürnberg*. 22nd April—*Formosa*, *Strassburg*, *Tydeus*, *Sado Maru*, *Prensen*. 25th April—*Siam*, *Hermiston*, *Pelous*. 2nd May—*Triste*, *Radarshore*, *Manchuria*.
Homeward—4th March—Patroclus. 1st April—*Glenlogie*, *Ferdinand*. 8th April—*Banca*, *Tamba Maru*. 11th April—*Louther Castle*. 22nd April—*Oriental*. 25th April—*Bayern*. 29th April—*Konigsberg*.
Arrivals at Home—21st Feb.—L. Scheff. 26th Feb.—*Korea*. 4th March—*Caledonia*, *Howman*, *Lamberg*, *Linnun*, *Lennax*. 21st March—*Sandia*, *Slender*, *Wm. II*. 24th March—*Shanghai*. 25th March—*Afridi*. 1st April—*George T. Hay*, *Bingo Maru*, *Salazie*, *Humburg*, *Ambric*. 4th April—*Driesen*, *Tantulus*, *Idonensis*. 8th April—*Sachsen*, *Sydney*. 11th April—*E. B. Sutton*. 15th April—*Hilgen*, *Mcmon*. 22nd April—*Wurzburg*, *Alex*, *Glenartney*, *Indra*. 25th April—*Kingsham*. 29th April—*Oceanus*, *Thales*, *Albat*, *Olysses*. 2nd May—*Baku*, *Standard*, *Tydeus*.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred on leave, etc. Friends will much oblige by giving this information—
 April 14th.

The officers of the s.s. *Yushun* are—Capt. Lewis H. Richards, chief mate Malcolm A. Chell, second mate Jacob Call, chief engineer Donald Scott, and engineer J. R. McBain, 3rd engineer Aubrey Smart.

April 21st.
 The officers of the s.s. *Pekin* are—E. M. McBaney, Chief officer; E. H. Orchard, and officer from R.M.S. *Perla*; A. H. Ayres, 3rd officer; H. J. Jones, 4th officer; from R.M.S. *Pyramidal*.

April 26th.
 The officers of the s.s. *Zafra* are—A. Frayer, Chief officer; E. W. Hecker, promoted to 2nd officer vice J. Laing, on vacation; T. C. Swaby, ex-P. & O. *Chusan* appointed 3rd officer, 4th officer position vacant; A. Henderson, chief engineer vice W. Roberts, retired; J. C. A. Smith, 2nd engineer; J. Carsons, 3rd engineer; J. Plage, 4th engineer.

May 1st.
 The s.s. *Myung*—Mr. W. L. Halls, late Chief engineer, stopped, back on leave; Mr. R. J. Brown, late of the Ben Line, takes his place. The s.s. *Kaituma*—Capt. S. J. Payne, relieved Capt. A. Mitchell. Capt. Mitchell gone home for new ship.

May 3rd.
 The officers of the s.s. *Syria* are—Mr. H. Engell, went on leave in Hamburg; and Mr. L. Schlimbach took his place. The purser, Mr. E. Handers, the 2nd engineer Mr. Walter Stricker, and the 3rd engineer A. Knauck came on board at Hamburg.

May 5th.
 The s.s. *Duke of Fife*—A new fourth officer has been appointed viz., H. L. Quick, late of British ship *Pinnore*.

VISITORS AT THE HONGKONG HOTEL.

Allen, H. F. Johnson, A.
 Andrews, D. W. Johnson, E. D.
 Arlington, F. C. Joseph, Mr. and Mrs.
 Bailey, W. S. E. S.
 Barlow, B. C. Junkin, Mr. and Mrs.
 Barlow, F. C. J. T.
 Bartlett, Comdr. and Katsch, E. A.
 Mrs. C. W. Kiene, F.
 Baum, C. H. King, W. B.
 Begg, R. Lacroix, Mr.
 Bell, J. T. Larkin, Mrs. A. A.
 Beining, Dr. Latta, J.
 Black, J. Lee, I. E.
 Bond, Capt. Col. Liebet, E.
 Bonner, E. A. Little, Miss M. J.
 Bonnet, P. Lovell, Sir Francis
 Borne, P. MacLeod, N.
 Bouche, Mrs. A. Macoson, J.
 Bow, Mr. Marlow, W. T.
 Bower, Dr. Neuner, A.
 Buttanshaw, Major Michael, S. J.
 C. Meier, O. H. Milton, Mr. and Mrs.
 Chadwick, O. Mitchell, F. J.
 Chayne, Major R. E. Morse, J. R.
 Clark, Dr. F. Moss, A. M. & servant
 Cole, G. C. Mortier, Sir Fort
 Golsen, J. S. Murphy, Mr. and Mrs.
 Crago, Dr. J. M. E. O.
 Davies, Mr. W. & child Nichols, E.
 Deane, A. Deane, W.
 Donison, F. C. Donner, Dr. W. W.
 Donovan, W. H. Picher, A. J.
 Dunne, J. J. Plant, Mr. and Mrs. J.
 Edwards, F. W. H.
 Edwards, J. H. Rhodon, A. K.
 Edsmann, W. Radpath, Miss
 Elmore, F. Rosen, H.
 Evans, N. G. Rundall, Lt.-Col.
 Field, Mr. and Mrs. H. Simons, Mr. and Mrs.
 R. H.

VISITORS AT THE QUEEN'S HOTEL.

Alfred, Mrs. A. R. Mitchell, J. H.
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VISITORS AT THE KOWLOON HOTEL.

Cairns, Mrs. Hedden, S.
 Cairns, Master Hutchison, Capt. and
 Crockett, Mrs. Mrs. J.
 Crockett, Miss Ludliff, Mr.
 Gisson, Mr. and Mrs. Smith, L. W.

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OPIUM QUOTATIONS.

Hongkong, 5th May.
 To-day's quotations are as follows:—
BENGAL—New Patna @ 302 1/2
 Old Patna @ 890
 New Benares @ 890
 Old Benares @ 920 nom.
MALWA—New @ 890
 Last year's @ 957/80
 2 1/2 years' old @ 920/30
 3 1/2 years' old @ 930/40
PERSIAN—Superior drug was sold at 575/500

CHINA COAST METEOROLOGICAL REGISTER.

May 4th, 1902, p.m.

STATION	HOOR	TEMP.	WIND	WEATHER
Wladivostok	2 p.m.	29.92	55	W 1 o
Tokio	"	30.10	"	S 4 1
Kobe	"	30.07	"	E 4 1
Nagasaki	"	29.91	"	SE 8 1
Kyushima	"	29.99	"	SE 4 1
Taihu	1 p.m.	29.92	"	NW 6 1
Taiwan	"	29.89	"	W 2 1
Kashan	"	29.93	"	W 16 1
Pescadore	"	29.94	"	SE 4 1
Quikoff	3 p.m.	29.88	70	SW 3 1
Amoy	2.30 p.m.	29.92	81	SE 4 1
Swatow	3 p.m.	29.83	83	SE 1 1
Canton	2 p.m.	29.82	91	SE 2 1
Hongkong	4 p.m.	29.85	80	SE 2 1
Victoria Peak	"	29.85	"	SE 1 1
Gap Rock	"	29.85	"	SE 1 1
Macao	"	29.85	"	SE 1 1
Haiphong	1 p.m.	29.80	91	SE 1 1
Manila	4 p.m.	29.80	91	SE 1 1
Malate	13 p.m.	29.80	"	SE 1 1
Bacolod	"	29.84	88	NE 4 1
Hilo	"	29.84	85	NE 2 1
Cebu	"	29.84	"	NE 2 1
C. St. James	"	29.84	"	NE 2 1

May 5th, 1902, a.m.

Wladivostok	7 a.m.	29.76	121	NW	1 1
Tokio	6 a.m.	30.06	—	S	6 1
Kobe	"	29.79	—	S	8 1
Nagasaki	"	29.73	—	S	6 1
Kyushima	"	29.75	—	SW	8 1
Taihu	5 a.m.	29.88	—	NE	2 1
Taiwan	"	29.87	—	—	0 1
Kashan	"	29.87	—	SE	4 1
Pescadore	"	29.88	—	SE	2 1
Quikoff	"	29.89	—	S	4 1
Utsulchir	9 a.m.	29.95	63	NNW	2 cm
Amoy Peak	"	29.87	77	SE	1 1
Swatow	6.30 a.m.	29.86	84	SE	1 1
Canton	9 a.m.	29.86	86	SW	1 1
Hongkong	10 a.m.	29.86	86	SW	1 1
Victoria Peak	"	29.82	81	—	0 1
Gap Rock	"	29.82	—	S	1 1
Macao	"	29.82	89	SW	1 1
Haiphong	7 a.m.	29.84	89	—	1 1
Manila	10 a.m.	29.82	86	W	1 1
Malate	9 a.m.	29.82	—	W	0 1
Nicolod	"	29.82	—	N	3 1
Puerto	"	29.93	85	NE	1 1
Subu	"	29.92	84	—	0 1
St. James	7 a.m.	—	—	—	—

Fancy Drapery Dept.

Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linen, Longcloths.
Drills, Hollands.
Flannels, Flannelettes.
Feathers, Flowers.
Chiffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c., &c.

Gentlemen's Dept.

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,

HONGKONG,

**General Drapers, Dressmakers, Milliners, Hosiery,
Haberdashers and General Outfitters.**

General Furnishing

Carpets.
Linolesums.
Tapestries and Repps.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
Ranges and Cooking Stoves.
China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS.
NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.
COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,
FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

LADIES, FANCY AND DRAPERY DEPARTMENTS.

REAL LUXCUIL, DUCHESS MALTESE AND GUIPURE LACES AND LACE, COLLARS,
SILK GLOVES, TORCHEON AND GUIPURE INSERTIONS, GRASS LAWNS,
ALL OVER, PIECE LACE AND NEW PARIS LACES.

LACE CURTAINS.

NOTTINGHAM, SWISS, ECRU AND FRILLED MUSLINS, ETC.
LINEN CAMBRIC HANDKERCHIEFS, FANCY AND SELF-
COLOURED SILK CHIFFONS.

SUMMER UNDERWEAR.

A CHOICE SELECTION OF NAINSOOK GARMENTS ESPECIALLY SELECTED FOR
EASTERN WEAR.

LIGHT FANCY DRESSING JACKETS.

NEW BABY CARRIAGES AND MAIL CARTS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 4 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

April 30th.

R. G. HECKFORD
MANAGER